

# THE ILLUSTRATED LONDON NEWS

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NINEPENCE.

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## A SPILL FOR THE CYCLIST, BUT THE CHRISTMAS PUDDING INTACT: A BRITISH DESPATCH-RIDER COMES TO GRIEF IN THE SNOW, BUT SAVES HIS PRECIOUS CHARGE.

Owing to the weather being unfavourable for 'active operations, the Army at the Front was able to spend a comparatively quiet Christmas. Excellent fare was provided for the troops, and they made the best of things in a cheerful spirit under conditions that could hardly conduce to hilarious festivity. It was the first Christmas during the war at which

plum pudding was served out as an official ration, having previously been supplied by private generosity. The official puddings were pronounced first-rate. Motor-cyclist despatch-riders were much impeded by the snow, but of course the pudding had to be got safely through at all costs.

DRAWN BY S. BEGG, AFTER OFFICIAL PHOTOGRAPHS. COPYRIGHTED IN THE UNITED STATES AND CANADA.





By G. K. CHESTERTON.

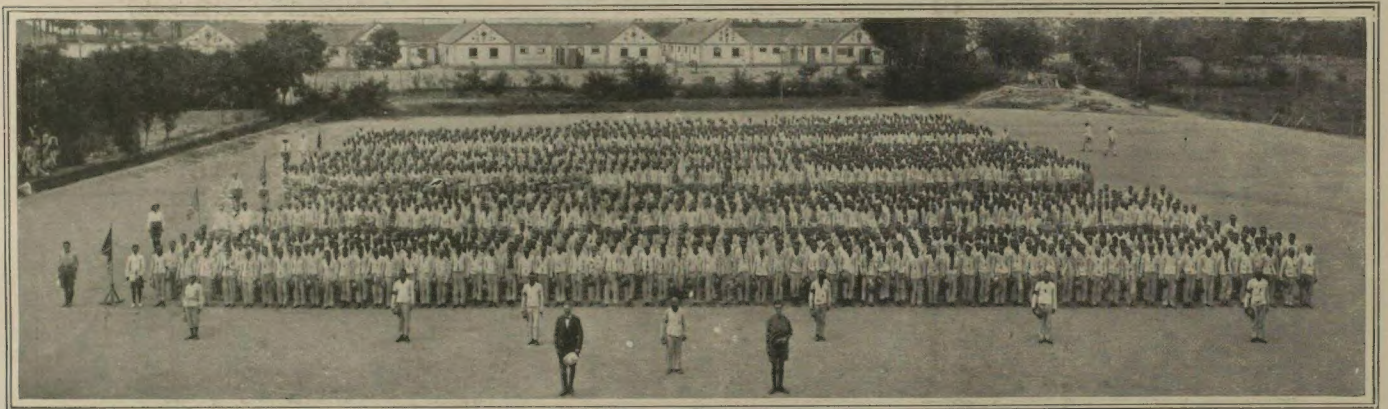
SO far from denying that the English are insular, we should make it a part of our present case that they are ignorant. We may even say that they are right because they are ignorant; certainly they are still ignorant of how completely they are right. The Englishman is in the position of an eccentric so quiet as to be a sort of hermit—one who has hardly stirred out of his house for twenty years, at the end of which time a housebreaker enters and tries to murder the householder. The householder would know, without any elaborate consultation of his library of moral and religious authorities, that he was right to resist. But he probably would not know how right he was to resist from the point of view of all his neighbours in the street. He would not know, for instance, that he had the honour of a personal encounter with Jack the Ripper; that he was pitted against some notorious professional criminal who had littered the street with corpses, or had darkened the town with murders already famous as mysteries. His laudable aloofness from mere gossip would have prevented his learning that the whole family in the house opposite had been butchered down to the last baby. His scholarly abstraction and dreaminess would have deafened him to the dying screams of

countrymen did not happen to know. Many a highly cultivated Englishman in the nineteenth century was much more ignorant even than I was; and the average Englishman had no notion of the presence of the murderer until he found himself in direct danger of being murdered. It is of some of these preliminary hints that I should here like to say a word. But I am yet more concerned with the mental condition of the other victims, for whom these hints had long broadened into very broad hints indeed. I am dealing with the general opinion of the street or the town—in other words, I am dealing with the condition of the other civilised countries—during the period in which Prussia prepared her attack. But most of all I am concerned to maintain that it was precisely because the Englishman did not understand France, did not understand America, did not understand Russia or Italy, that it was so long before he understood Germany.

If we take in turn only two of these examples, we shall see that in each an English prejudice really hid from us what was emphatically an English peril. And it is wholesome for us to note, also, that in each case it was a trivial delusion of vanity which delayed our disillusionment about barbarism. The case of

he once seemed to stand for anti-patriotism. As a fact, he only stood for anti-nationalism, in the sense of anti-romanticism, a rationalistic contempt for the Catholic and chivalric tradition; but to the Nationalists he seemed simply a sceptic sneering at Nationalism. If such a man feels such a certainty that the Prussian is detestable, it is simply because he is detestable.

But the case of America is quite as cogent, and is far less generally comprehended. Here again we suffered from self-flattery at the expense of self-preservation. Here again we made up a legend in time of peace which nearly led us into disaster in time of war. The delusion in this case was a curious one, far too little studied; it was not a narrow antipathy, but an even more narrow sympathy. The duller sort of English had decided that the Frenchman was a fool because he was not an Englishman. But they also decided, far more disastrously, that the American was a fine fellow because he was an Englishman. We made up a mythological person called the Anglo-Saxon—presumably a hyphenated alien vacillating between England and Saxony. Why, if there was a link between England and Saxony, it should



CHINA'S ARMY OF LABOURERS FOR THE WESTERN FRONT: A BIG MUSTER ON PARADE "SOMEWHERE" IN THE NORTHERN PROVINCES OF CHINA.

The Labour Corps at work behind the lines on the British front contains units of various races, European, African, and Asiatic, and includes many thousands of Chinamen. They have proved extremely useful. The coloured units and German prisoners are not sent into the danger-zone.

the old lady next door. Nay, his natural short-sightedness might debar him from deducing (from the mere fact that his visitor entered dripping with gore and brandishing a large knife) the inference that his visitor was a doubtful character; but he would make the deduction with some rapidity when the visitor obviously had his knife in him. In short, he might have to confess to a considerable ignorance; but his plea of ignorance would hardly assist his enemy to a plea of innocence. And this is very like the real relation between the modern Englishman and the modern German. The professors of the German propaganda will often urge, against an ordinary Englishman like myself, that such an Englishman has, after all, seen and known very little of Germany. And this part of the German propaganda is largely right. It is true that I knew very little about Germany. I did not know that its national sports included crucifying infants or cutting off the hands of little boys; I did not know that its military instructions contained directions for poisoning wells or putting bullets into altar-vessels; I did not know that any gentleman would be likely to toast a prisoner in champagne and shoot him dead, or that any sailor could bring himself to sink unarmed people escaping from a wreck in open boats. There are, in short, quite a large number of curious tribal customs, of quaint local traditions, which I never knew before; but I know them now.

It happens, however, by various accidents quite devoid of personal merit that even before the war I did know some things which many of my more learned

France is indeed clear, and by this time almost commonplace. We happened to have had an old quarrel with the French, which made it tempting for us to despise them, and therefore made it tolerable to us for the Prussians to destroy them. We had made up a sort of stupid fairy-tale in which Frenchmen ate frogs and Englishmen ate Frenchmen. Hence it happened that, when the Northern barbarian began in a rather more real sense to eat Frenchmen, we did not in the least realise what a cannibal he was. Since it happened that the Gaul had a certain temper which showed him, to our eyes, to be bursting with bodily impatience, we agreed to regard him as an excitable sort of monkey. This naturally led to the notion that he made a fuss about nothing. And this again led to the lamentable historical error that he had nothing to make a fuss about. When we heard the cries from the house next door, we said that our neighbour was very noisy. We went on saying it, when the murderer was knocking at our own door.

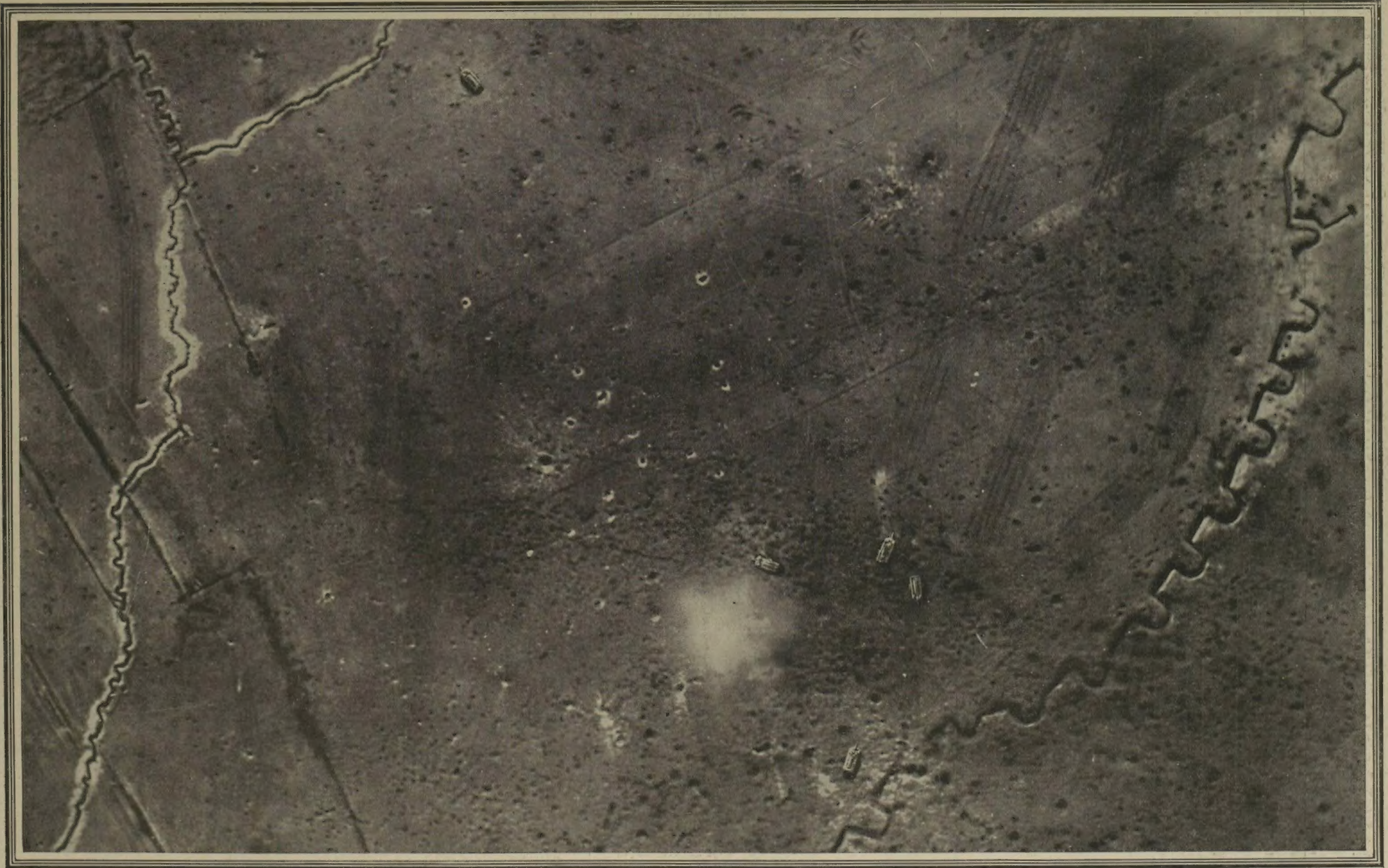
Of course, even the case of France is both more complex and more convincing than this. The Entente would be yet stronger to-day if there had not been (as there was, though I never understood why) a heavy habit in the English Press of representing that French political party which was specially national as being specially nonsensical. In losing all proportions, we lost the proof of the intolerable nature of the last Prussian insult, under which the extreme peace party became a war party. Nobody, for instance, can understand a man like Clemenceau's stand for patriotism who does not realise that, for men like D'roulède,

also be the chief link between England and San Francisco, I never could understand. But the point is that we praised America far too much as if we were praising a part of England. Now America is not so particularly like England. America is a great deal more like Europe. I do not mean merely in its larger extent of territory, but in its much more varied composition. It is not merely that Latins and Celts and Semites and Teutons exist in America as much as in Europe. These aboriginal races exist in England as much as in Europe, if they exist anywhere. It is that Irishmen and not Celts, Jews and not Semites, and (unfortunately) Germans and not Teutons, exist in America as in Europe. Of this American amalgam a great part is in no sense English; and a considerable part is not even favourable to the English. It is only when this fundamental fact is established that the real case of the world against Prussia can properly even begin to be built up. It is precisely by admitting that America would not go to war for England that we can prove that she did go to war for humanity. Indeed, this simple discovery—so different from our tone in pre-war times—is now the accepted condition of the controversy. It is we English who say that President Wilson went to war for the democratic ideals of the whole world. It is the Germans who say he went to war out of favour for England. And, indeed, this is a very comfortable conclusion of the controversy about races. Let the Germans say, by all means, that President Wilson and I are both Anglo-Saxons. But he will say he is an American, and I shall say that I am an Englishman; and we shall be as proud that our nations are separate as that our cause is one.



# FRENCH TANKS IN BATTLE ATTACKING A GERMAN TRENCH-LINE: AN AIRMAN'S VIEW.

PHOTOGRAPHS SUPPLIED BY ILLUSTRATIONS BUREAU.



FIVE FRENCH TANKS—ONE AHEAD, THREE IN THE CENTRE, ONE IN REAR, CROSSING SHELL-CRATER PITTED GROUND: CHARGING THE ENEMY'S ENTRENCHMENTS.

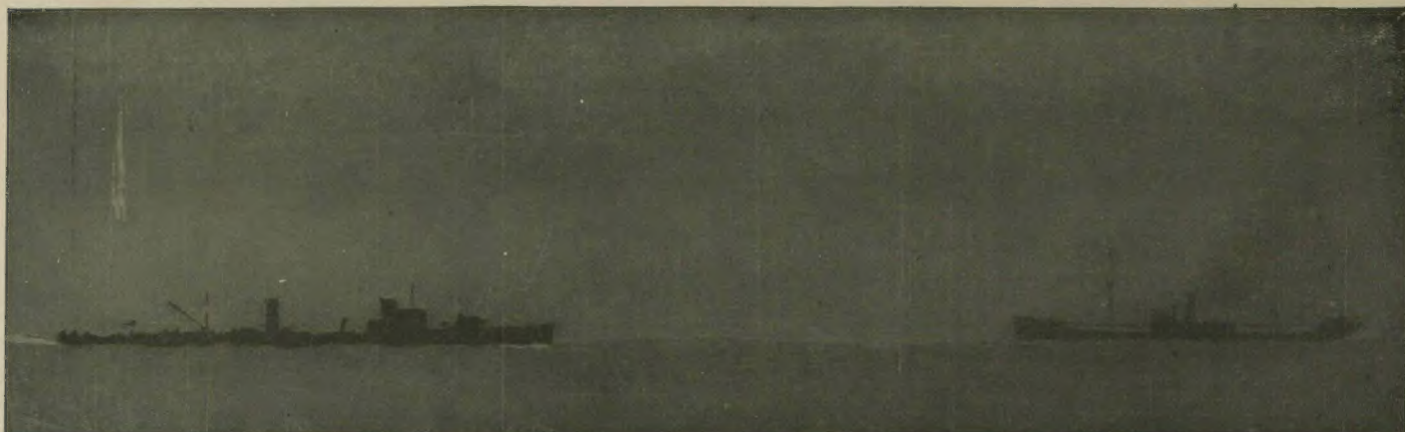
This realistic battlefield bird's-eye photographic view, looking down from an aeroplane direct'y overhead, shows five French Tanks going into action during a recent engagement near Soissons. The nationality of the Tanks is apparent at a glance from their "beak"-like front, and the flattish V-angle fixing of the front armour plating. The apparent point of the "beak," as seen from above, is the projecting forward gun of the Tank. The five Tanks in action can be made out as they are advancing towards the German trench-line, which is seen extending from top to bottom at the left-hand side of the illustration. The most

advanced one is seen by itself in the upper left-hand corner, nearing the enemy's trench-line. Three Tanks are seen near the centre of the illustration—the foremost of the group appearing close to the white cloud of smoke, made by a shell as it bursts in mid-air between the aeroplane photographer and the ground surface. The fifth Tank is by itself, following well in rear. It is seen towards the bottom of the illustration in the centre, near the crenellated line of continuous trench which stretches from the centre of the illustration right across to the upper right-hand corner.



# GERMAN NORTH SEA RAIDERS AND A PRIMARY DIFFICULTY

DRAWN



- [1] *German Flotilla-leader, raiding, sees a smear in the night which means a ship. She knows it is not a German ship, and so —*



- [2] *She opens fire at once, for all ships are alike to Germany, and the more of the world's tonnage she sinks the better for Germany's shipping position after the war.*



- [5] *Should that ship be the leader of an enemy flotilla she and her company get in, at point-blank range, the first shots. Thus*
- [6] *Meanwhile, somewhere between the Firth of Forth and the Downs, is a force waiting for the Germans. To get an idea of the range of vision, and the line below it representing, in scale, the 400 miles of seaboard between the places mentioned. Divided of patrol-ships it is necessary to have in order to keep proper watch.*

QA

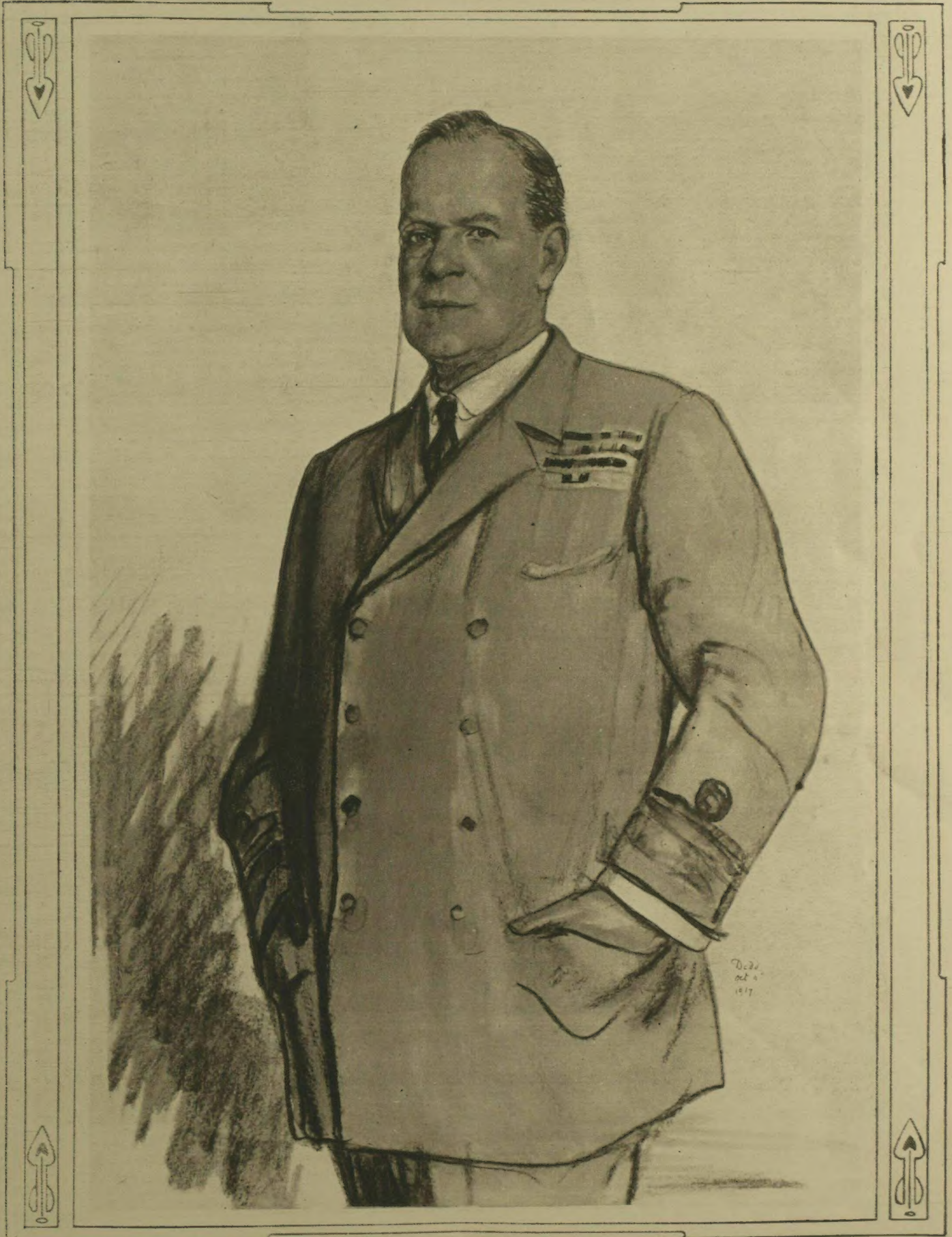
## HOW THE ENEMY, OUT TO SINK SHIPS AT SIGHT REGARDLESS OF NATIONALITY

The advantage that their reckless savagery, in dealing out short shrift to all ships sighted at night, particularly in the North Sea and Channel, gives the German raiders, is one that there is no means of meeting on our side, for reasons of humanity as well as of policy. To place our patrol-vessels, in regard to the identification of ships met after dark, on an equality with the



## THE NEW FIRST SEA LORD: A DISTINGUISHED BRITISH ADMIRAL.

FROM A DRAWING BY THE OFFICIAL BRITISH ARTIST, FRANCIS DODD.



### APPOINTED FIRST SEA LORD OF THE ADMIRALTY: ADMIRAL SIR ROSSLYN E. WEMYSS.

It is announced that Vice-Admiral Sir Rosslyn Wemyss has been appointed First Sea Lord, in succession to Sir John Jellicoe, who has been raised to the Peerage. Sir Rosslyn has been granted the acting rank of Admiral. He is a son of the late Mr. J. H. Erskine Wemyss, of Wemyss Castle, Fife; was born in 1864; and entered the Navy in 1877. In 1911 he became a Rear-Admiral. On the outbreak of war, he was appointed to the Ninth Cruiser

Squadron. During the Gallipoli Campaign he was in command of the Base at Mudros, and commanded the covering squadron during the landing of troops at Helles in April 1915. He was in command of the Naval Forces during the evacuation of Suvla Bay and Anzac, and served as Commander-in-Chief, East Indies and Egypt, from January 1916 to July 1917. He became Second Sea Lord last August, and in September Deputy First Sea Lord.



## A TRUCE OF NATURE: SNOW THAT CHECKS MILITARY OPERATIONS.

OFFICIAL PHOTOGRAPHS.



1. THE RECENT HEAVY SNOWFALL ON THE BRITISH FRONT IN FRANCE: TRANSPORT-WAGONS MOVING ALONG A SNOWBOUND ROAD.

Snow may be said to impose a truce of Nature on military operations. "All troop movements on both sides," says a Reuter message of a few days ago from the British front, "are restricted for the reason that the carpeting of snow furnishes such a good field of disclosure to both ground and aerial observers. To move a single gun means creating a track as well defined as a roadway. To fire the most skilfully camouflaged howitzer is to blast a large black

2. DIFFICULTIES OF MOTOR-TRANSPORT IN THE SNOW: TWO CARS HELD UP ON THE WESTERN FRONT IN FRANCE—ALL HANDS TO THE WHEELS.

patch on the glistening surface which at once gives away the hiding-place of the weapon. Therefore, no shooting has been indulged in by either side which was not well worth the risk of challenging counter-battery work. Indeed, most of the activity has been confined to the patrols which have occasionally come into contact while crunching through the snow." The work of the transport behind the lines is rendered very difficult.



## AIR-BOMBS PHOTOGRAPHED IN FLIGHT: A WONDERFUL SNAPSHOT.

OFFICIAL PHOTOGRAPH BY THE FRENCH AIR SERVICE.



PHOTOGRAPHED FROM A FRENCH AEROPLANE THAT HAD DROPPED THEM AN INSTANT BEFORE: SEVEN BOMBS IN FLIGHT TOWARDS A GERMAN MUNITION-FACTORY IN LORRAINE.

This remarkable illustration is an enlargement of a photograph taken from a French aeroplane a fraction of a second after seven bombs had been launched from it in succession. They were of the fish-tailed type, as is clearly visible in the case of the two on the right. A third is seen on the left; and the other four show smaller near the top of the photograph. The objective was a German munition-factory in Lorraine, whose buildings are seen below. The speed of the aeroplane gave the bombs an oblique trajectory, and all were timed to drop on the factory. A typical instance of the successful work constantly being carried out by the

French air service was mentioned in a recent communiqué describing three days' aerial operations. "Our chaser aeroplanes," it stated, "showed great activity. Our pilots were engaged in about a hundred fights, most of them taking place over the German lines. Eighteen German aeroplanes were brought down, of which ten either fell in flames, or were destroyed on crashing to the ground. During the same period our bombing squadrons dropped 18,000 kilogrammes (about eighteen tons) of bombs on railway stations, munition factories, cantonments, and military buildings of the enemy behind his lines."



## AN ECHO OF THE CAMBRAI VICTORY. THE ADVANCE ON BOURLON WOOD.

SKETCHED FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



## BREAKING THE HINDENBURG LINE NEAR CAMBRAI: ULSTER AND YORKSHIRE TROOPS

This sketch, from material supplied by an eye-witness, carries us back to the opening of the British surprise attack near Cambrai, resulting in important gains which, unfortunately, could not be held in their entirety. It will be remembered that Boursion Wood (seen in the left background of our illustration) was the scene of very heavy fighting, changed hands several times, and had eventually to be evacuated along with some other places that our troops had occupied. This fact, however, did not detract from the brilliance of the initial achievement, and the heroism shown by the troops. Sir Douglas Haig said in his despatch: "Highland Territorial battalions crossed the Grand Ravine and entered

## ADVANCING ON BOURLON WOOD AND CROSSING THE BAPAUME-CAMBRAI ROAD.

Fleisquères (seen in the right background), where fierce fighting took place. West Riding Territorials captured Havrincourt and the German trench-systems north of the village, while Ulster battalions, covering the latter's left flank, moved northwards up the west bank of the Canal du Nord. . . . The West Riding troops who had taken Havrincourt made remarkable progress east of the Canal du Nord, storming the villages of Graincourt and Anneux, and, with the Ulster troops operating west of the Canal, carried the whole of the German line northwards to the Bapaume-Cambrai road."—[Drawing Copyrighted in the United States and Canada.]



## ITALY'S STAND ON THE DEFENSIVE ALONG THE LINE

DRAWN BY A. FORESTIER FROM A SKETCH BY



## MOVING FORWARD UNDER FIRE TO OCCUPY POSITIONS ON THE

Mr. Julius M. Price, in forwarding the sketch from which the above illustration is made, describes, as follows, the incident in question: "A few days ago (early in December), towards dusk, a section of the advanced lines along the bank of the Piave was occupied by the British. The occupation took place in the most matter-of-fact manner, and as all the Tommies have previously served in France, there was to them no element of novelty in the proceedings. The fact of their being engaged in an operation of historic interest did not disturb their equanimity; nor did the fact of their being received in their new temporary abode with a *rafale* of German shells—'Jack Johnsons' and such-like stuff—arouse the interest that

## OF THE PIAVE: WITH THE BRITISH REINFORCING ARMY.

JULIUS M. PRICE, OFFICIAL ARTIST IN ITALY.



## RIVER-FRONT LINE: BRITISH TROOPS ADVANCING TO THE TRENCHES.

it would have done in the first year of the war. The Piave River, where the new British trenches are, is about a mile wide: a broad, flat, and dreary expanse of light-coloured gravel, through which meanders a narrow stream, ridiculously out of proportion to its water-course. In some instances the trenches are dug level with the water, and, therefore, present but little of a target for shell-fire. The Austro-Germans of von Below's army are on the other bank, also along the river's edge, supported by numerous batteries on the slopes of the hills behind. It is possible that an attempt will be made by them to cross the river somewhere about this point."—[Drawing Copyrighted in the United States and Canada.]



## WITH THE ITALIAN ARMY IN THE FIELD: BRILLIANT INFANTRY WORK ON THE NORTHERN FRONT.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY JULIUS M. PRICE, OFFICIAL ARTIST IN ITALY.



ADVANCING ALONG A MOUNTAIN ROAD AT THE DOUBLE, TO BEAT BACK AN AUSTRO-GERMAN ATTACK: ITALIAN INFANTRY HASTENING UP THE VAL FRENZELA.

"The Italian soldiers," writes Mr. Julius M. Price (in December), "have quite pulled themselves together again, and are fighting with the old 'dash and courage' that gained them Gorizia and the Carso. The enemy thrust has been particularly violent during the past few days in an area round Asiago, and in the direction of the valleys of the Brenta and the Piave—undoubtedly with the object of forcing through, if possible, and at all costs, to the plain of Venetia before winter stops active operations. It has been a phenomenally long and mild autumn this year, and the place where my sketch was made would, in normal times, be from five to six feet deep in snow, and a raging torrent where now are only dry

rocks. It is almost unnecessary to add that this is ill-luck for our friends the Italians, as bad weather would naturally impede the operations of the Austro-German hordes, and thus give time for the English and French troops to get into line and settled in their positions. The Val Frenzela, which is close to the town of Valstagna, and about ten miles north of Bassano, is one of the most exposed and threatened points on the front, and it is extremely hazardous bringing up troops along the road, as it is in full view of the Austrian batteries on Sasso Rosso, the mountain which is shown in the background of my sketch." Mr. Price has just received the Italian Military Medal.—[Drawing Copyrighted in the United States and Canada.]



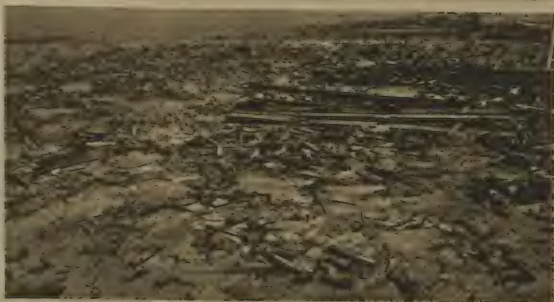
## THE BRITISH VICTORIOUS ADVANCE IN PALESTINE: HOISTING THE FLAG AT JAFFA; AND OTHER SCENES.



WHERE THE FIRST BLOW THAT SHOOK THE TURKO-GERMAN DEFENCE SYSTEM WAS STRUCK:  
BEERSHEBA SEEN IN A DUST-STORM.



PROOF OF THE ASSURANCE OF SECURITY AMONG THE PEOPLE BY OUR VICTORIES:  
ARAB REFUGEES, DRIVEN FROM GAZA BY THE TURKS, RETURNING.



AT SHERIA, WHERE THE ENEMY HAD PREPARED DEFENCE LINES:  
DEBRIS OF AN AMMUNITION-DUMP EXPLODED BY BRITISH SHELLS.



AFTER THE CAPTURE OF JAFFA, AND YES  
THE HOISTING OF THE BRITISH



RAILWAY TERMINUS ON THE JERUSALEM LINE:  
FLAG ON THE TOWN HALL.



SPOIL AT BEERSHEBA: A "CATERPILLAR"  
MATERIAL ABANDONED IN



TRACTOR FETCHING IN TURKISH WAR  
THE ENEMY'S FLIGHT.



ENEMY SPOIL BEING COLLECTED: GERMAN 77-MM FIELD-GUNS TAKEN BY ANZACS;  
AND MOBILE CAMPAIGNING KITCHENERS AND "STEAM-COOKERS."



"ABRAHAM'S WELL" ADAPTED FOR TWENTIETH-CENTURY WAR: THE TRADITIONAL WELL  
OF SCRIPTURE FITTED UP WITH PUMPING ENGINE AND WATER-DRAWING GEAR.



OUR RAILWAY WAR ENGINEERS' DESTRUCTIVE WORK: THE METALS RENDERED USELESS BY SMASHING  
THE RAILS THROUGH WITH HIGH-EXPLOSIVE CHARGES SET UNDER THE RAILS.

In speaking of one immediate effect of our victories during the advance on Jerusalem and elsewhere during the stages of the Palestine Army's progress, in regard to the returning of refugees, an instance of which is shown in the second illustration, Mr. Massey, was correspondent with General Allenby's army, mentions this: "The people turned out by the Turks came trekking back with all their worldly goods and chattels packed on overladen donkeys and camels, etc., the women bearing astonishingly heavy loads on their heads, while the patriarchs of families rode or were carried on the shoulders of the younger men. . . . Our troops received the liveliest welcome in passing the villages." In the fourth illustration is shown a glimpse of the official ceremony at the taking possession of Jaffa, after the capture by, as recorded, a brilliant piece of work in which Anzac mounted

troops figured. The principal Turkish Government building of Jaffa, colloquially called by us the "Town Hall," was the scene. Its exterior architecture, as the illustration shows, resembles a Town Hall of an English country town. There the British flag was displayed on a flag-pole projecting from the upper central window over the main entrance and approach-stairway, on which the General and Staff and local notables stood. Facing them, drawn up in front, was a guard of honour from the victorious troops, who presented arms on the flag being displayed. The taking of Jaffa, with its railway line to Jerusalem and roadstead, by offering opportunity for the establishment of a coast-base of operations in a central position, was a highly important and useful strategical score in the campaign, full of possibilities in the near future.



## THE FIGHTING IN PALESTINE: ENEMY DESTRUCTION OF WELLS.



PICK-AND-SHOVEL WORK—CLEARING THE UPPER SHAFT OF A WELL BLOWN UP BY THE TURKS FROM THE MASS OF SOIL BLOCKING IT: ANZAC ENGINEERS DIGGING OUT THE CAVED-IN SURFACE-EARTH.



A WRECKED WELL PARTLY REBUILT WITH A SAND-BAG RETAINING WALL; WHILE THE STONES CHOKING IT BELOW ARE BEING REMOVED: BRINGING UP GREAT STONES IN A BUCKET, WITH A CRANE.

In a land such as Central and Southern Palestine, where, amidst fertile districts, there are extensive tracts of barren country—practically desert—extending for miles, the destruction of the wells everywhere by the Turkish retreating troops and their German allies is little less outrageous a crime than the German practice elsewhere, in Flanders, in West, East, and South-West Africa, for instance, of poisoning the water supplies when leaving a place. Not only are such acts contrary to the conventions and usages of civilised warfare, but the local village populations dwelling round about, and dependent on the wells for their daily needs,

suffer cruelly. The work of destruction was carried out by the enemy with deliberation, and in the most thoroughgoing manner, by exploding heavy charges deep down in the cavity of the well, or at the bottom of the shafts, so as to bring down heavy masses of the well masonry, and entirely block up the wells, involving much time and labour before water could be got at again. Everywhere, both in the fertile strips and in the barren lands, the wells were found by us quite wrecked. The illustrations on this page show parties of our men digging out the fallen-in soil, and hauling up, with crane and tackle, ponderous blocks of stones choking the well-pits



# WARING & GILLOW'S

## WINTER SALE

### OF LINENS, DRAPERIES, CHINA AND GLASS

FOR TWO WEEKS.

#### Bedspreads.

1,250 Indian Printed Bedspreads to be cleared at exceptional price.

Size 2 by 2½ yds.—

For Single Beds ... 6/11 each to clear

Size 2 by 3 yds.—

For Single Beds ... 7/11 each to clear

Entire Manufacturer's Stock of Printed Bedspreads in various colours.

For Single Beds ONLY—

Usual price 6/11 each.

Sale price 4/11 " /

During this Sale we shall offer a large stock of Real Lace Bedspreads. Most exclusive and charming specimens. Prices ranging from

8 gns. to 50 gns.

#### Handkerchiefs

100 boxes Ladies' Lawn embroidered Handkerchiefs, assorted designs.

Special sale price 2/6 box of six.

250 doz. Ladies' Pure Linen H.S. Handkerchiefs.

Usual price 4/11 half doz.

Sale price 4/3 half doz.

Latest Novelty in coloured Bord-ered handkerchiefs, assorted designs, to be cleared at

1/6 half doz.

#### Curtains.

75 pairs of handsome Swiss Cur-tains, 3½ yards long.

Usual price 47/6 per pair.

Sale price 35/6 per pair.

45 pairs of real Marie Antoinette Curtains, handsome border, 3½ yards long.

Usual price 39/6 per pair.

Sale price 29/6 per pair.

25 pairs of Mosquito Net Cur-tains, with real linen, lace and insertion.

Usual price 39/6 per pair.

Sale price 25/6 per pair.

#### Pillow Cases

Hemstitched Fine Longcloth Pillow Cases, size 20 in. by 30 in., washed ready for use. French corners. Usual price 3/6 each.

Sale price 2/6 each.

Hemstitched Fine Irish Linen Pillow Cases, 20 in. by 30 in.

Usual price 6/9 each.

Sale price 5/6 each.

Superfine quality Hemstitched Irish Linen Pillow Cases, 20 in. by 30 in.

Usual price 8/9 each.

Sale price 6/9 each.

#### Damasks, Brocades, Tapestries, &c.

We have just purchased a stock of Damasks, Brocades, Satins, and various other high-class furnishing fabrics from a well-known West-end firm of Upholsterers. All goods were manufactured before the war, and are of the finest quality. We shall offer these goods at 33½ per cent. to 50 per cent. below the usual price, and below we give a few examples of the exceptional bargains we are offering in the above stock.

175 yards Italian design Silk Damask, 50 in. wide. Colour, old Florentine red.

Usual price 21/6 per yard.

Sale price 14/9 per yard.

THE SPECIMEN BARGAINS printed above are merely a few examples of value to be obtained. Come and inspect the host of bargains we have to offer.

#### Dinner Service.

8001. Finest Staffordshire Earthenware, reproducing an old Rouen design. Introducing the beautiful Reds, Blues and Greens for which this china was famed.

Service 52 pieces.

Usual price £3:9:3.

Sale price £2:16:0.

Service 67 pieces.

Usual price £5:2:6.

Sale price £4:5:3.

Sample plate 1/- post free.

#### Glass.

A large quantity of Finest English Crystal Glass of all kinds, including some hundreds of odd port, sherry, liqueur, claret, champagne glasses, tumblers, finger bowls, decanters, etc., etc., in fine cut and etched designs, mostly six or twelve of each.

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LTD

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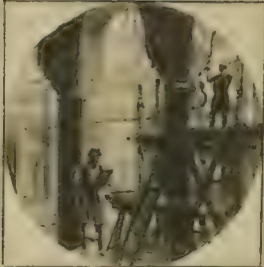
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## SCIENCE &amp; NATURAL HISTORY



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRalles &amp; ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, &amp; THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

## SCIENCE JOTTINGS.

THE FOOD OF THE BRAIN-WORKER.

THE impending shortage of food, which seems to a good many of us to have arrived already, has led us to reconsider our ideas as to many things, and in none more than in the amount of food required by

difference here can to a certain extent be measured. Is this the case with what is called brain-work?

That the answer must be in the negative is plain when we consider the impossibility of distinguishing or separating the working of the brain from other operations of the organism. A barrister, for instance,

it without any great mental strain. But how different is this from the effort required when he has to present the same facts to the Court! Here, besides concentration of mind, he has to exercise watchfulness, readiness, the faculty of criticism—without which he will not be able to see the weak points in his opponent's case—and the capacity for forcing his own views on his hearers which, for want of a better name, we call eloquence. All this involves a strain on the nervous system quite different alike in quality and quantity from that employed in the preparation for it; and, with slight alteration, it may be said that similar arguments apply to the work of a doctor, an artist, a writer, or even a politician.

It follows from this that no Government or other regulation can be expected to make any distinction in food rations for brain-work, which it could, indeed, neither define nor classify. Yet this is not to say that the brain-worker cannot do something in this way for himself. As to quantity, a medical contemporary has just quoted the experiments of Atwater and other American men of science to prove that a man requires the same number of calories when engaged in "severe mental labour" as when at rest. This is not very conclusive, because a man of active brain is probably thinking about something even when he is not employing his talents in the exercise of his craft, and he is thus, perhaps, using as much energy in the one case as the other. But there can be no reason why he should put more work than he can help on the parts of his organism other than his brain, and his food should therefore be chosen with regard to its digestibility. Idiosyncrasies differ so much in this respect that no hard-and-fast rule can be laid down as to what is or is not digestible; but to most of us fish and meat, if well cooked, are more quickly assimilated than other forms of food, which is an important consideration for a very busy man. As to stimulants, although here again individual cases vary very much, the alcoholic ones are, as a rule, more beneficial—or less injurious—if taken after instead of during mental work. The contrary may be said of coffee, and for those whom it suits it is probably a better beverage than tea—which is, moreover, now both bad and scarce. The great thing before rationing actually comes will be to experiment cautiously,



A CITY OF PALESTINE IN BRITISH OCCUPATION: BEERSHEBA—THE MOSQUE, AND SOME ANZAC TROOPERS.

Photograph by Topical.

different classes of the community. In the blissful days before the war, the measure of this, as of most other things, was money; and it was tacitly assumed that the length of a man's meal, except in cases of ill-health, roughly corresponded to the length of his purse. Now, however, we find ourselves confronted with a different standard of value; and, in the rationing scheme which has for some time loomed ever larger on the horizon, it is plain that everyone will be allowed food in accordance not with their income, but with the nature of their work. Thus we are told in no uncertain way that the biggest ration will go to the man engaged in heavy manual labour, the next largest to the "light" manual worker, and the smallest of all to him occupied with sedentary work—with, of course, a proportionate reduction in the case of women and children.

This is the easiest and probably the most popular division of the community that can be made, which is in itself quite enough to account for its being adopted by any Government department; yet it is evidently not the most scientific. To get at the real necessities of the individual, weight, age, and power of digestion ought all to be taken into account, together with such external factors as warmth—which in this climate generally means season—and circumstances of the occupation. No one, for instance, would dream of feeding a fisherman exposed to the icy blasts and low temperature of the North Sea in winter, on the same diet as the copper-furnace man or gas-stoker, whose work is generally carried on in a heat of at least 90 deg. F. Both are engaged in "heavy" labour, and will be entitled to the same rations under the Government scheme; yet the inequality is hardly so glaring as in the different forms of so-called sedentary work. The watchmaker—whose work, though conducted sitting down, involves the severest tax on the senses of sight and touch—is by this classification to be treated in the same way as the clerk whose duty consists in copying figures into a book; but no one can doubt which of the two, after a day's spell, has taken the most out of himself. Yet, after all, the

spends a considerable part of his time in getting up his cases—which means, as a rule, concentrating his whole attention on a mass of dry and dusty details, which he has to get into his head in such form that they can be reproduced methodically and accurately. Such a task would be impossible to an untrained layman; yet, thanks to the form in which the facts



SLEEPING ON STONY GROUND: A BRITISH OFFICER'S BED IN THE WADI-EL-SABA, NEAR BEERSHEBA.

Photograph by Topical.

are presented to him, and to the pigeon-holes, so to speak, into which litigation naturally divides itself, an advocate in good practice can generally accomplish

and not to adhere too closely to previously formed habits. Christmas time, though shorn of its glories, may have given us an opportunity.

F. L.





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"We are a unit of the 'Old Contemptibles' and so are just embarking on our fourth winter in the field, and I assure you we are very thankful for a cup of hot OXO during the cold wet nights. The winter appears to have set in very early this year out here, and it is extremely wet already, and I am afraid the mud, etc., will be worse than last winter."

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A correspondent kindly writes us as follows:—

"You may be interested to know that I have been sending OXO to my son in Mesopotamia, and he writes: 'The OXO you sent made many meals worth eating. If you had seen the number of fellows who asked me for some, and whom I had to refuse, you would be inclined to write OXO a stirring testimonial.'"

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# NEW YEAR READING FOR BOYS AND GIRLS: STORIES AND PICTURE-BOOKS.

WAR stories are naturally popular with boys and girls nowadays; and of all such books, perhaps naval stories are liked the best. "News of Battle," by Commander E. H. Currey, R.N. (Nelson), is an exciting tale

The other books on our present list are for rather younger readers. "Little Mother," by Ruth Brown MacArthur (Harrap), is a domestic tale about a little orphan girl in New England, who, like the heroine of Jean Webster's "Daddy Long Legs," after many vicissitudes, is lifted out of drab surroundings into a happier world. It will appeal to girls who have just got beyond the picture-book and short-story stage. The illustrations consist of a coloured frontispiece and four full-page drawings. Things real and imaginary are mingled in another "full-length" story called "Knock Three Times!" by Marion St. John Webb, with eight colour-plates by Margaret W. Tarrant (Harrap). Somewhat after the manner of "Alice," Molly, the heroine, passes by the magic of dreams into fairyland; but, unlike Alice, she has a brother Jack to go with her. They have strange adventures in a "possible world" before they return to the "impossible world" in which we live. Of a similar type is "Adventures in Magic Land; and Other Tales," by Dorothy Black, illustrated (in colour and line) by Florence Anderson (Harrap). In this case the adventure-seekers are three—Ethel, Melodie, and Sandy—and they find their way into the land of faerie, with the aid of a magic lizard, through a mysterious Indian cabinet.

For children who prefer collections of little tales and verses, with great abundance of pictures, two attractive volumes may be recommended. One is Ward Lock's "Wonder Book," a Picture Annual for Boys and Girls edited by Harry Golding, with twelve coloured plates and hundreds of illustrations. Among the contributors to this amusing book are Eugene Field, Miss Jessie Pope, and G. E. Shephard. The other book is "Father Tuck's Annual," edited by Captain Edric Vredenburg. It contains stories by Mr. Norman Gale and other writers; while the illustrators include Mr. Louis Wain, of "cat" renown.

Our readers should notice that Burberrys announce for their 1918 sale, which commenced Jan. 1, that goods cannot be sent on approval, as the Ministry of Labour requires that, wherever possible, labour should be saved. Forwarding goods on approval entails an enormous amount of work

and Burberrys' decision to avoid this extra labour is to be commended. A personal visit is therefore desirable, in order to secure some of the bargains which are being offered.

The first day of Liberty and Company's Winter Sale is always a red-letter day in the calendar of people of taste. This year it is Monday, Jan. 7, and the large and varied stock to be offered at very moderate prices holds something to satisfy every taste. To mention just one or two out of hundreds, there will be offered 8000 yards of Indian tussore silk (undyed), strong and durable, 33 inches wide, at 2s. 11d. per yard; dress-lengths of floral voile in daintily coloured designs, 27 to 40 inches wide, at 7s. 6d., 8s. 6d., 9s. 6d., and 10s. 6d. a dress-length; floral voiles, 27 inches wide, from 1s. 3d. a yard, and 40 inches wide, from 1s. 6d. a yard; remnants (only) of velveteen, 3s. a yard for lengths of 2 yards and under, 4s. a yard for lengths over 2 yards; 2500 yards of cretonnes in effective designs and colourings, reduced from 1s. 3d. to 9d. per yard; 5750 yards of serviceable cretonne in floral and conventional designs, for coverings and draperies, reduced from 1s. 9d. to 1s. per yard. There are also many model gowns from Liberty's Paris house at half price, and a number of gowns in Liberty velvet and velveteen; slightly soiled evening gowns and day dresses at greatly reduced prices, a few day



ON THE WINTRY WESTERN FRONT: A FRENCH MOTOR-CAR IN DIFFICULTIES.  
*British Official Photograph.*

of the present war, and the fact that its author is a naval officer is, of course, a guarantee of accuracy in technical details. The hero is a Midshipman, and his adventures carry him from the coast of Africa to various other parts of the world, until we find him at length on a submarine on the Baltic. Boys and girls who like naval stories—and was there ever one who did not?—will be sure to revel in this one. Another interesting book about the sea of a different type—not a story, but a historical and descriptive account—is "Ships and Seafaring," by Arthur O. Cooke (T. C. and E. C. Jack). It belongs to the excellent and popular "Shown to the Children" series, edited by Loney Chisholm. Beginning with a short chapter on ships of the past, the author goes on to tell all about the different kinds of merchant ships and the building of them, as well as about docks, dredgers, lighthouses, beacons, and buoys, with a special chapter on the Panama Canal. He has not dealt with war-ships, as the story of the British Navy is told in another volume of the series. The book is admirably illustrated with a large number of tinted photographs and some drawings.



ON THE WINTRY WESTERN FRONT: OUR TOMMIES FIND SOME MISTLETOE.  
*British Official Photograph.*

dresses in taffeta and silk at less than half-price, and many bargains in silk, velveteen, and floral voile blouses. The millinery bargains include velour hats, semi-trimmed, from 18s. 6d.; untrimmed, 12s. 6d.; and other hats and bonnets at clearance prices.

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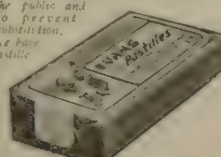
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## THE PLAYHOUSES.

## "ALADDIN." AT DRURY LANE

IF one of the prime aims of pantomime is to make our young folk laugh—and surely it should be more than ever so in these times—then it is a wise management which, having collected a band of comedians, each with his marked vein of humour, and all working in harmony, holds on to them, and changes anything rather than its cast. That is the policy of Mr. Arthur Collins, who, in his beautifully staged version of

"Aladdin," quickly brings us into the presence of that happy trio of favourites, Mr. Robert Hale, Mr. Will Evans, and Mr. Stanlio Lupino. Their exterior guises may be different—this year Mr. Hale figures as a magician; Mr. Evans as Slave of the King; and Mr. Lupino dons skirts as Widow Twankay—no bar, fortunately, to his doing one of his delicious break-downs—but the fun they make is of the customary genial sort. To watch Mr. Hale involving the whole company in a whirl as he sings "Dance With Me, Girls," or getting more and more frenzied over a simple piece of dialogue, while his partner remains stolid; to see Mr. Evans building up a palace out of a couple of poles, a coil of rope, and a brick or two, and maintaining his bland, ingenuous, good-tempered air in the height of failure; to contemplate Mr. Lupino's Widow manipulating her inexhaustible tea-pot, or helping to pack a bottomless trunk, is to be overcome with merriment—such an irresistible turn can these artists give to simple jokes. There is more at Drury Lane than fun of course, just as there are other members of the cast than comedians. Romance has its turn, with Miss Madge Titheradge really acting the rôle of Aladdin, and pretty Miss Daisy Bindley as Princess, assisting the love-scenes with songs; and there are both beauty and fantasy in the contrasted pictures of the Cave, a study in shadows, and the Palace, with its dazzle of lights, and its warm and delicately blended colours. So that Aladdin's magic ought to have charms enough to draw big crowds to the Lane all through the holiday weeks.

"BLUEBELL IN FAIRYLAND," AT THE ALHAMBRA. Whoever prompted the idea, it was an inspiration that suggested the engagement of Miss Ellaline Terriss to

resume her old part at Alhambra matinées, in a reproduction of "Bluebell in Fairyland"; for here is a blend of fairy-tale and sentimental fable, appropriate to the season; and in Miss Terriss we have an actress with just the charm to recommend both its pathos and its fancy. Time seems to have stood still in her case; and her voice, alike in speaking and singing, has still its girlish appeal; she still seems in her right place as leader in a romp of children. Mr. Seymour Hicks is not with her in this revival, but a good substitute has been found in Mr. Dan

schoolgirls—towards tinier playgoers only just being admitted to the company of Peter, and sweet, mothering Wendy, and the pirates, and the Red Indians, and the mermaids. But they forget to be superior when once the famous story begins, and as laughter and cries of delight show, veterans and novices alike at once surrender to the spell of Sir James Barrie's wizardry. Youngsters, in all their degrees, are lucky in getting, this year, at the New, one of the best of Peters, Miss Fay Compton's, partnered with a most attractive-looking Wendy, that of Miss Isobel

Elson; and their good fortune holds in being able to have at call the mock-heroes of Mr. Holman Clark's Pirate King, and the humours of Mr. George Shelton's Smee. It is good to see that there is one thing the war will never make them or us outlive.

## "THE BEAUTY SPOT." AT THE GAIETY.

"The Beauty Spot," at the Gaiety, is in literal truth Mlle. Régine Flory herself. The story with which her art is associated—a story with the flavouring of Gallic farce, all about an old gentleman who claimed credit for having written a book about Baluchistan, and, never having been there, was embarrassed to find himself beset by blackmailers, sham or real Baluchis, and other intruders—needs only perfunctory mention. The comedians who support her—they include the clever quartet Mr. Arthur Whitby, Mr. Tom Walls, Mr. Douglas McLaren, and Mr. Claude Cameron—are expected to make their bricks with very little straw, though they do it very amusingly; and even such favourites as Miss Moya Manning and Miss Peggy Kurton get the smallest of chances, Miss Maisie Gay coming off better in comparison, for she has the lion's share in a "yodelling" duet which is a delicious piece of parody. Fortunately, Régine Flory is a whole entertainment in herself; and, fortunately also, Mr. James Tate has been more lavish than his wont in exhilarating airs, dance refrains, and concerted numbers. To see Mlle. Flory at her best you must wait for her "hashish" dance in the last act, in which Mr. Jan Oyra assists. Poetry, drama, frenzy are terms which can be used without extravagance to describe her movements in the different phases of this extraordinary episode; it will afford London a new thrill. Not that the artist confines herself to a single effort; whenever she is on the stage, silent or speaking, her

(Continued overleaf.)



WITH THE BRITISH IN ITALY: NEWLY ARRIVED TROOPS ON THEIR WAY FROM THE STATION.

British Official Photograph.

Agar, whose Dicky sings of a "busless Hackney; and plenty of fun also comes from Messrs. Johnny Danvers and Harry Phydora, as Blib and Blob, and from John Coy, in a neat impersonation of a cat. The piece is very attractively mounted.

## "PETER PAN." AT THE NEW.

Since "Peter Pan," for all his refusal to grow up, has had no fewer than fourteen Christmas birthdays in London, there are now among his child-devotees those who may be called veterans in his service; and very quaint it is to note the airs of patronage they assume—these schoolboys and

parody. Fortunately, Régine Flory is a whole entertainment in herself; and, fortunately also, Mr. James Tate has been more lavish than his wont in exhilarating airs, dance refrains, and concerted numbers. To see Mlle. Flory at her best you must wait for her "hashish" dance in the last act, in which Mr. Jan Oyra assists. Poetry, drama, frenzy are terms which can be used without extravagance to describe her movements in the different phases of this extraordinary episode; it will afford London a new thrill. Not that the artist confines herself to a single effort; whenever she is on the stage, silent or speaking, her

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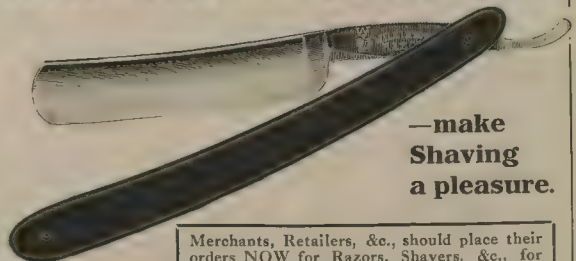
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WITHOUT THE USE OF SOAP WATER OR BRUSH.  
 Put a Tube in your Kit Bag.

The Label of the ORIGINAL and GENUINE Euxesis is printed with black ink ONLY on a Yellow Ground, and bears this TRADE MARK. We bought the business with the trade mark, and goods from the factory of the original manufacturer, ONLY at our Factory, 100, Fenchurch Lane, London, E.C. 3. Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.



**"It Worked Like a Charm"**

writes a clergyman who had suffered from Asthmatic affection for fifty years.  
 At all chemists 4/3 a tin.

**12 ONLY: MODEL FUR COATS** in Seal dyed Coney. Cut on ample lines, lined good quality fancy silk.

Original Price **29 Gns.**

Sale Price **16! Gns.**

**DAINTY RESTAURANT GOWN**, in heavy quality Georgette, knife pleated and finished with belt of velvet and Oriental embroidery. In black and various dainty colourings.

Original Price **£5 18 6**

Sale Price **£5 18 6**

**RICH CHIFFON VELVET TEAGOWN** with soft cash of velvet; trimmed hands in coloured trimmings and edged fringe. Also in brocade.

Original Price **98/6**

Sale Price **84/-**

**100 CRÊPE DE CHINE SPORTS COATS**, as sketch and in many other styles, including all our exclusive novelties, of which the sketch is a typical example.

Original Prices **94/6 to 9 Gns.**

Sale Price **63/-**

These garments cannot be sent on approval.

Sale Catalogue post free.

**WIGMORE ST. & WELBECK ST., LONDON, W. 1**

## Clear Skin, Bright Eyes, the Liver active and well

You will feel young and full of vigour if you take **Carter's Little Liver Pills**. Keep them on your dressing table and take a dose the moment you begin to need a liver and bowel regulator.

Don't wait for dizzy, bilious headaches, disordered stomach or sallow, blotchy skin to trouble you. Be well all the time!

Children take them without fuss.

**Carter's Little Liver Pills**

Small Pill, Small Dose, Small Price.

GENUINE must bear signature

*Brent Good*



A name that is renowned—  
**The Trusty Triumph.**

**TRIUMPH CYCLE CO., LTD.,**  
 COVENTRY.

**RELIEF FOR ALL.**

**BROWN'S BRONCHIAL TROCHES.**

Why not try these **TROCHES** for your nagging cough? They are the old-fashioned remedy for the alleviation of **COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA.** They contain no opiate, and are much appreciated by Singers and Public Speakers.

**BEWARE OF Umbrellas made on Foreign Frames**

**THE VITAL POINT in an UMBRELLA is THE FRAMEWORK**

**INSIST ON HAVING**

## FOX'S FRAMES

for **UMBRELLAS & SUNSHADES**

**ENTIRELY BRITISH MADE. LOOK FOR THESE MARKS**

**(S. FOX & CO. LIMITED)**

**PARAGON**

**ON THE FRAME.**

Purchase **BRITISH Goods** and **Refuse all Substitutes**



personality has a compelling eloquence. It is, perhaps, unnecessary to add that she wears gorgeous clothes. From that point of view the Gaiety, as well as its "star" performer, is a beauty spot.

#### "ALICE IN WONDERLAND," AT THE SAVOY.

There is an older nursery favourite than "Peter Pan", and all who like fidelity must be glad to see that "Alice in Wonderland" still holds her ground against her rival. Lewis Carroll had much to do with teaching us the art of make-believe, and it must be a strange child that cannot find delight in the oddities of the March Hare and the Mad Hatter, and the Carpenter, and the Walrus, and Tweedledum and Tweedledee. All these popular characters are on view at Savoy matinees, now—Mr. Hayden Collin repeating his clever representation of the Mad Hatter; and the Slaughter music still happily illustrates the play; and once more a band of children interpret most of the roles, headed by Miss Estelle Dudley, a well-trained Alice. The old traditions, therefore, are well kept up in the latest revival.

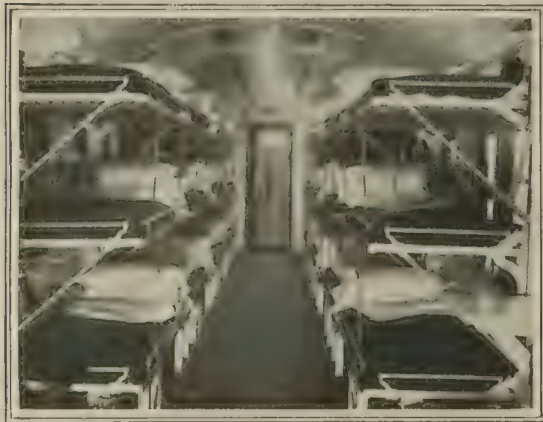
There is to every woman's mind a natural attraction in the phrase "Exceptional bargains in all departments," and it is fully justified in its application to Messrs. Debenham and Freebody's great sale, which commences

on Jan. 7, and lasts for only ten days. Typical bargains to be found at the show-rooms of the firm in Wigmore Street and Welbeck Street, W., are represented by some model fur coats in seal-dyed cone, reduced from 20 guineas to 10½ guineas, lined with fancy silk. Chic and dainty are restaurant gowns in heavy-quality georgette. These are offered at £5 18s. 6d.; and rich chiton, velvet, or brocade tea-gowns are reduced from 68s. 6d. to 8½s. Messrs. Debenham and Freebody are also offering a hundred charming sports coats, the original prices of which ranged from 9½s. 6d. to 9 guineas, but which are now reduced to 6½s. each. A Sale Catalogue will be sent on application.

The famous house of Waring and Gillow, Ltd., justifiably priding itself upon the wealth of variety in the bargains offered by them in their great show-rooms at 104-180, Oxford Street, W., reminds intending purchasers that they are only calling attention to a few specimen bargains out of a host. Their Winter Sale of Linens, etc., which lasts for two weeks, includes bed-spreads, linens, draperies, china, glass, etc., all heavily reduced. Indian bed-spreads, for example, 2 by 2½ yards, cost only 6s. 11d., or 2 by 3 yards, 7s. 11d.; while, in contrast, there are lovely lace specimens from 8 to 50 guineas. In curtains, pretty Swiss examples are reduced from 47s. 6d. to 35s. 6d. per pair. A large stock of damasks, brocades, tapestries, etc., just purchased, are offered at 33-3 to 50 per cent. below the usual prices; and articles in china and glass are included in the sale.

The woman has yet to be born to whom the words "wonderful bargains" do not seem to hold out an irresistible invitation. And it is just "wonderful bargains" which are being offered on Jan. 7, and for the following three weeks, by Messrs. Marshall and Snelgrove in their Winter Sale at Vere Street and Oxford Street, W. The reduced prices refer to high-grade goods, so that quality is not sacrificed to economy of cost. A stylishly simple restaurant frock, with a bodice of brocade and a skirt of black georgette or ninon, is reduced from 8½ guineas to 6½ guineas; and some smart fur coats of selected seal-dyed cone, with collar and cuffs of skunk-dyed opossum, are reduced from 25 guineas to 18½ guineas. A number of model

tea-gowns in rich satin beauty velvet, charmeuse, or tinsel brocade, are reduced from their original prices of 12½ to 22½ guineas to 8½ guineas; and there are mercerised sports coats in a great variety of colours, reduced from 37s. 6d. to 21s. Messrs. Marshall and Snelgrove will send a Sale Catalogue if desired.



AMERICA'S CARE FOR ITS WOUNDED THE FIRST AMBULANCE TRAIN BUILT BY THE MIDLAND RAILWAY COMPANY FOR THE AMERICAN ARMY.

On the last day of the year, a number of visitors attended at St. Pancras Station to inspect the first Ambulance Train built by the Midland Railway Company for the American Army. Our photograph shows the arrangement of the beds, which has been planned to ensure the greatest possible ease and comfort for the occupants. (Photograph by Topical.)



AMERICA'S CARE FOR ITS WOUNDED: THE FIRST AMBULANCE TRAIN BUILT BY THE MIDLAND RAILWAY COMPANY FOR THE AMERICAN ARMY.

It will be noticed that the train inspected by a number of visitors at St. Pancras Station, on December 31, by invitation of the Midland Railway Company, and built by that Company for the American Army, bears in large figures at the rear its identification number and initials. (Photograph by Topical.)

The keynote of Jays' Winter Sale, now in progress at the famous and familiar show-rooms in Regent Street, is "War-Time Economy," with the tempting addition, "The best of everything in tasteful dress, at greatly reduced prices." A sale at such a house is not to be missed by women who are wise and wish to be well dressed. The bargains offered include fur coats of the latest styles, velour and ratine, trimmed beaver, nutria, musquash, and other furs, including beautiful silver-fox ties, Russian sable capes, skunk collars and muffs, and ermine and chinchilla wraps, all reduced in price; and there are many bargains in sports coats—woollen, cashmeres, spun silk, or stockingette, in all colours and at all prices, as well as a fine selection of silk and other hose, underwear, gloves, and hosiery; and the array of beautiful evening cloaks in chiffon velvets and velvets are all heavily reduced in price and in themselves worth a pilgrimage to Messrs. Jays'. Messrs. Jay, Ltd., will gladly send a price-list of their Winter Sale on application.



## To avoid Sore Throat in crowded, stuffy places, Take **FORMAMINT** Tablets

When you are sitting in a hot vitiated atmosphere—with a draught chilling your spine and people coughing and sneezing all round you—you are almost certain to catch a sore throat, cold, or influenza unless you protect yourself by taking Formamint.

Sucking Formamint tablets, you can hardly realise that you are disinfecting your mouth and throat with one of the most powerful germicides known to Science. All you are aware of is a faintly acidulated sweetness, cleansing and moistening the membranes, allaying thirst, refreshing the vocal organs, and purifying the breath without scenting it.

Yet these dainty white tablets, so innocently tempting to the palate, so harmless that even children and

infants can take them freely—have for years past been used by doctors to destroy the most harmful bacteria that menace human life.

Look, for example, at the above micro-photographs of actual experiments made by a leading scientist. Fig. 1 shows virulent diphtheria germs as they grow in the throat, Fig. 2 their rapid decrease after one Formamint tablet, Fig. 3 their total extinction after three Formamint tablets.

On the weaker micro-organisms which cause common sore throats, etc., Formamint's action is still more swift

and deadly. Hence, people who use it regularly have the same experience as Lady Ratcliffe-Ellis, who writes: "Owing to taking Formamint Tablets Lady Ratcliffe-Ellis has not had a cold or sore throat once this winter."

Why not avoid these troublesome ailments by adopting the Formamint-habit at once? Buy a bottle at your chemist's to-day—price 2/2—but be sure you get the genuine original Formamint, manufactured solely by Genatosan, Ltd. (British Purchasers of the Sanatogen Co.). Chairman: Lady Mackworth, 12, Chenies Street, London, W.C. 1. (Note: To protect you against substitutes and counterfeits Formamint will later on be given a new name which will be announced in due course.)



## FATIGUE



THOSE who have responded to the country's call for men of good will to serve in ways to which they are not accustomed know the strain of the unusual fatigue.

The special constable who has perhaps never in his life stood for four hours at a time in the night in one spot or patrolled a small beat, is tiring an entirely new set of muscles, while the strain of vigilant attention tells severely on his nerves.

Much relief, and renewed vigour for the performance of the day's ordinary work, will be gained by a little extra feeding. Take regularly the palatable nutrient and nerve-restorative, "BYNOGEN," the glycerophosphate food distinguished for its agreeable flavour.

**'Bynogen'**  
Brings Health

Sold by all Chemists at  
1/-, 3/-, 5/- and 9/-.

ALLEN & HANBURYS Ltd.  
LOMBARD STREET, LONDON, E.C.

*The Special Constable*



### FOR SEA SICKNESS AND TRAIN SICKNESS

MOTHERSILL'S has received the unqualified endorsement of the leading papers of the world, and the finest testimonials from the world's greatest travellers, men, women, and institutions. MOTHERSILL'S is guaranteed not to contain Cocaine, Morphine, Opium, Chloral, or any other of the coal tar products. Used by Royalty, Nobility, Doctors, Clergymen, &c., &c., on Atlantic, Pacific, and other liners, by Polytechnic Norway Tours, &c., &c.

**NO BAD AFTER-EFFECTS.**

*of all Chemists, in Boxes 5/6 & 1/-.*  
Mothersill Remedy Co., Ltd., 19, St. Bride St., London, E.C.

Guaranteed to Cure or Money Returned.

# Cerebos

## SALT

British  
and  
BEST

The FRENCH Natural Mineral Water.

## VICHY-CÉLESTINS

for disorders of the LIVER:  
GOUT, GRAVEL, DIABETES,  
RHEUMATISM and all ailments  
arising from Uric Acid.

N.B.—The Springs are situated in FRANCE in the department of the Allier, and are the property of the

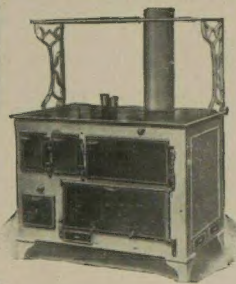
### FRENCH GOVERNMENT

Can be obtained at all Chemists, Grocers, Wine Merchants, Stores and Hotels throughout the World.

Wholesale Agents: INGRAM & ROYLE, Ltd., Bangor Wharf, Belvedere Road, London, S.E.; and at Liverpool and Bristol.



## LOOK TO YOUR COAL RATIONS.



THE  
**"KOOKSJOIE"**  
**"EVEREADY" RANGE**

(Florence Pat. 13337/15)

Only consumes **HALF-TON** a Month

Provides Hot Water Day and Night.

Perfection in Cooking.

No Dirty Flues to Clean.

Solves all Domestic Troubles.

Full Particulars from Department 2.

London Warming and Ventilating Co., Limited,

20, NEWMAN STREET, OXFORD STREET, W. 1.

Sole Patentees and Makers of the well-known Record "ONE RING" Gas Cooker.

We can supply best Anthracite by the Truck at Lowest Market Prices.



In the Canadian Backwoods, the Far East, North and South America, Australasia, Polynesia, Africa, in fact wherever civilisation has penetrated, the famous Red Label with white signature of Lea & Perrins' Sauce is found.

*Lea & Perrins*

1279

# Lotus

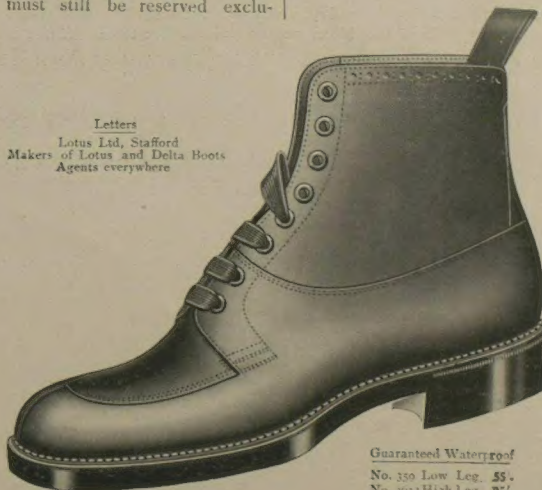
DURING January, officers in the United Kingdom will be able to obtain these waterproof service boots at the shops appointed in every town to sell Lotus.

But only the low leg boots, as illustrated here, not the high leg, the field boots, since the latter, so short is the supply, must still be reserved exclu-

sively for officers actually at the front.

Officers, whether at home or at the front, anxious to have warm, dry feet this winter, should always look for the name Lotus on the soles. It is a guarantee that the boots are absolutely waterproof.

Letters  
Lotus Ltd, Stafford  
Makers of Lotus and Delta Boots  
Agents everywhere



Guaranteed Waterproof  
No. 350 Low Leg 55/-  
No. 301A High Leg 95/-



## THE CHRONICLE OF THE CAR.

## The Use of Gas Restricted.

The anticipated blow has fallen, and the use of coal-gas as motive-power for motor-vehicles is now, or shortly will be, subjected to practically the same restrictions as obtain in the case of petrol. According to the terms of the official announcement issued just prior to the Christmas holidays, in consequence of the serious position arising out of the shortage of tonnage, and the probability that



TRIALS OVER SOME ROUGH ROUTES: A CROSSLEY CAR ON ITS METTLE.

Our photograph deals with the series of Crossley Car Trials for the Russian Government over test routes in Derbyshire and Surrey, which were carried out with complete success.

circumstances may at any time arise which will require a further reduction of the supplies of petrol available for civilian purposes; and, further, having regard to the necessity for reducing to the absolute minimum the expenditure of labour and materials for other than war purposes—the Board of Trade, with the concurrence of Mr. Walter Long's Petroleum Executive, have decided that the use of gas for motor-vehicles is to be brought under the same regulations and restrictions as the use of motor-spirit, so as to provide that, to the extent that gas is available, it shall only be used for essential needs in substitution for petrol, with the object of reducing the consumption of the latter whenever practical and conserving stocks. It is recognised that a certain number of vehicles have already been fitted for the use of gas; and, wherever possible, permits will be granted in these cases to enable such vehicles to be used for the essential purposes as recognised by the Motor Restriction Order. It should, proceeds the notification, be understood that it is not intended to prohibit the use of gas for motor-vehicles in so far as, subject to other considerations, it may be available, nor to license the quantity

that may be purchased, but only to confine its use to the purpose stated. The best methods of the adaptation of gas for driving motor-vehicles, and questions relating to the safeguards against any danger attending its use, are the subject of investigation by Mr. Walter Long's Committee on Gas Traction. It is proposed shortly to issue a new Order consolidating and amending the present Motor Spirit Restriction Orders, and the regulation of gas will be dealt with in the new Order. It is difficult to see the real import of the new announcement, unless it is that it is frankly intended to put a stop altogether to the use of the car for any but the strictest purposes of national service. It does not run with the request of the late Minister of Munitions that all possible use should be made of gas on account of the increasing amounts of the by-products required for explosives. Nor does it seem at first sight that it will have the slightest effect on the consumption of petrol, for the obvious reason that the more cars that are converted to the use of gas the smaller must the demand for motor-spirit become. Looking at the whole question as it stands, there is only one interpretation to be put upon it, and that is the one I have suggested—that the intention is to stop all private motoring, irrespective of the kind of fuel employed and whether or not that fuel implies the use of tonnage for its transport. If it is really necessary, then we are willing to put up with all these restrictions—and more besides—but it does seem that once again the unfortunate motorist is being singled out for differential treatment.

## A Wonderful New Record.

Although America is in the war and is concentrating all her efforts on speedy victory, it would seem that there is still time for other things across the Atlantic. For instance, Ralph de Palma, the racing motorist, has recently been able to achieve a new world's speed record by covering 616 miles in six hours, a few days after having made a new hour record of 109 miles. The previous record was held by a Sunbeam car, driven in turn by Chas-saigne, Resta, and K. Lee-Guinness, and stood at 566 miles 589 yards, an average of 94.39 miles per hour. De Palma's average speed works out

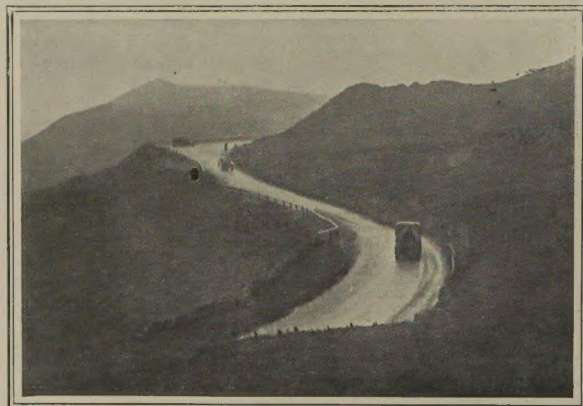
at 102.8 miles an hour! The record was accomplished on the Sheeps-head Bay track, and it is claimed that de Palma, by driving wide, actually covered a distance of 633 miles in the six hours, which would make his average speed rather more than 105½ miles per hour. Officially, he covered 110 miles in the first hour, and, as he had stops totalling 15 min. 20 sec., his actual official average speed was about 111 miles an hour. The car used was a twelve-cylinder Packard, the same on which de Palma created his one-hour record, to which reference has been made already. W. W.



AN AMBASSADOR OF COMMERCE:

MR. A. C. HILLS.

Mr. A. C. Hills, who at the beginning of the war was manager of the B.S.A. Motor Department, has been away from England for some eight months, estimating the prospects of future business in the Near and Far East. He has travelled some 40,000 miles, and gathered much valuable information as to the outlook for business after the war.



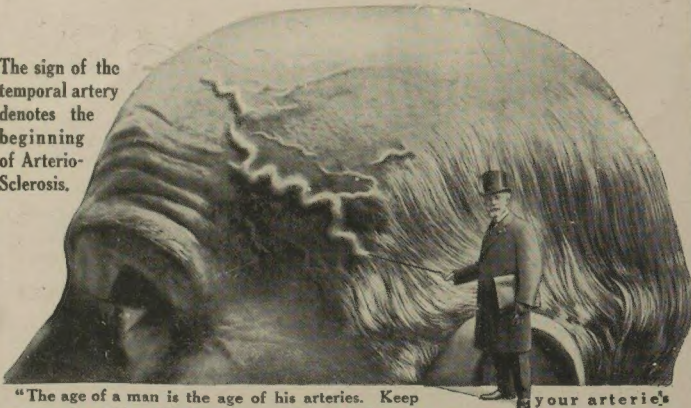
TRIALS OVER SOME ROUGH ROUTES: A CROSSLEY CAR AMONG THE HILLS.

The scene in this photograph is picturesque, but the trials of which it represents one were first-rate tests of the cars, and were invariably satisfactory.

## URODONAL

dissolves uric acid.

The sign of the temporal artery denotes the beginning of Arterio-Sclerosis.



"The age of a man is the age of his arteries. Keep your arteries young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels and renders them stiff and brittle."

Recommended by Prof. LANCEREAUX, late President of the Académie de Médecine, Paris, in his "Treatise on Gout."

## THE SIGN OF THE TEMPORAL ARTERY.

"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances, gradually become stiff and friable to the point of resembling clay-piping."

"Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms: the least exertion produces exhaustion, and they become irritable, worried and melancholic."

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the TEMPORAL ARTERY."

"If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately."

"Purify your blood of poisonous substances and especially of the most dangerous of all—viz., Uric

Acid. To effect this miracle it is only necessary to take a thorough course of Urodonal, which dissolves uric acid as easily as hot water dissolves sugar, and which is the standard treatment of arterio-sclerosis—as is clearly demonstrated by the latest experimental researches of Dr. Légerot, the eminent Professor of Physiology at the Ecole Supérieure des Sciences d'Alger."—DR. J. L. S. BOTAL.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPILLS, Pharmacists and Foreign Chemists, 104, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.

Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

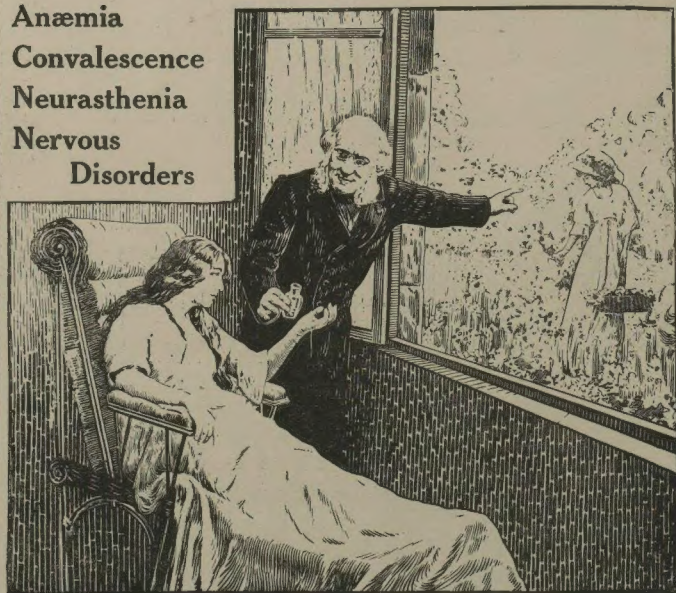
Agent for Australia and New Zealand: BASIL KING, Malcolms Building, Malcolms Lane, Sydney (Box, G.P.O. 2250).

Sub-Agents for India, Burma and Ceylon: G. AHERTON & CO., 8, Choe Street, Calcutta.

## GLOBÉOL

The Ideal Tonic.

Anæmia  
Convalescence  
Neurasthenia  
Nervous  
Disorders



"Courage! Globéol will soon restore your health and strength!"

Globéol is a complete treatment for ANÆMIA. It rapidly strengthens and tones up the whole system, shortens the period of convalescence, and gives a feeling of health, comfort and renewed vigour. After taking Globéol for a few days the eyes become bright, the cheeks glow with colour and life, movements are brisk, and there is complete absence of weariness and depression. As an aid towards recovering from Influenza or any other illness Globéol is invaluable.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPILLS, Pharmacists, 104, Piccadilly, London, W.1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."





## 1918 Buick Fours and Sixes

THE Buick line for 1918 maintains the reputation earned by the Buick Company for building cars of dignified beauty, extreme comfort, surplus power and absolute efficiency.

Your name on our waiting list will cost you nothing and will ensure earliest delivery.

Write for full particulars of Buick Fours and Sixes.

**Buick**  
VALVE-IN-HEAD  
MOTOR CARS.

General Motors (Europe) Ltd.  
136 Long Acre, London, W.C.2.

## Special Features Four Cylinder Model

**Engine.** Four-Cylinder, Valve-in-Head,  $3\frac{1}{2} \times 4\frac{1}{2}$ . **Three-bearing Crank Shaft.**

**Electrical Equipment.** Ignition, Lighting and Starting by **Delco System**, as used on over a quarter of a million cars.

**Rear Axle.** Three-quarter Floating Type.

**Springs.** Extra long and flat semi-elliptic both front and rear.

**Wheel Base.** 106 inches.

**Clutch.** Large leather-faced cone Clutch, fully adjustable to take up wear.

**Petrol.** Supplied to Carburettor by Vacuum System.

**Tyres.** 765 x 105. Non-Skids.

**Hood.** One-Man, of Special Design.

## How Hetty King keeps free from Headaches.

Palace, Camberwell,  
Oct. 16, 1917.

Dear Sirs,

It is only right to let you know I have the highest opinion of your "Daisy" tablets, for they never fail to relieve any headache or neuralgic attack which may happen.

This means a lot to me, for it is important that I should always look and feel well and do justice to my rôles.

"Daisy" tablets are always successful, and I am thankful for their benefit.

You have my full permission to publish this letter and also my photograph.

Yours sincerely,

*Hetty King*

**"DAISY"**  
TABLETS

Cure Headache & Neuralgia.

TREATISE & SAMPLE FREE.

If you would like to try them at our expense, send us your name and address on a postcard, and we will send you FREE a daisy hat along with a very interesting scientific booklet on the cure of head and nerve pains of all kinds.

Write today to  
DAISY LTD., (Dept. T.13), LEEDS.

Miss Hetty King as a male impersonator in these distinctive rôles so particularly her own, has no rival, and to listen to her topical songs, graced by the gesture she so artistically employs, is a veritable antidote for any fit of war-time "blues."

Yet Miss King is but human and confesses that the perpetual strain of performances frequently entails uninvited and disagreeable headaches; but for these she has discovered an unfailing panacea in "Daisy" Tablets.

Daisy Tablets are sold by Boots, Taylor's, and Chemists everywhere at 1/3 per box, or direct (post free) from Daisy, Ltd. (Dept. T.13), Leeds.

## Austin Points about CARS

### No. 2—COMFORT.

One's mind has only to travel back a comparatively short time to remember that motoring and comfort were seldom found in combination. The process of evolution has been rapid in this case and, nowadays, one can enter upon the longest motor tour with pleasurable anticipation of enjoying the luxury of comfortable travel all the time. The "Austin" car possesses a reputation for ease and comfort which is second to none.

May we not add your name to our Priority List?

THE AUSTIN MOTOR CO., LD.  
WORKS — Northfield, BIRMINGHAM.  
— LONDON, MANCHESTER, NORWICH & PARIS.

## Keep the wet out — Keep the grease in.

With every leaf spring on your car encased in "Duco" Gaiters, you can rest assured that neither mud nor water will reach the metal surfaces, and that the film of grease between the springs will make the car ride with velvety smoothness. Easily Fitted.



Of all  
Motor Dealers,  
Garages, etc.

Price from 10/6.

Write for Pamphlet.  
**BROWN BROS., Ltd.,**  
Great Eastern Street, London, E.C.1.  
SHOWROOMS: 15, NEWMAN STREET, W.1.

## FOR BABY'S STURDY GROWTH

**MELLIN'S FOOD**

Sample and Particulars Post Free

MELLIN'S FOOD WORKS, PECKHAM, S.E.15.

Read **'THE SKETCH.'**

Every Wednesday,  
NINEPENCE.

Read **'THE SKETCH.'**

*The Best and Brightest Society and Stage Weekly.*

Read **'THE SKETCH.'**

Publishing Office:  
172, Strand, London,  
W.C.2.

Read **'THE SKETCH.'**



## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

CORRECT SOLUTIONS OF PROBLEM NO. 3773 from J. C. Gardner (Toronto) and P. G. Smith; of No. 3773 from T. A. Truscott (Forest Gate), F. Drakeford (Brampton), G. Buchanan (Kensington), P. L. Lucsdon (Ealing), and G. B. Carter (Brighton).

## GAMES SHORT AND SWEET FOR HOLIDAY FARE.

Our collection of Chess Brevities this year has yielded very scanty results, but the following, all taken from the *British Chess Magazine*, are worthy of notice.

## PLAYED IN BORDEAUX.

(Caro Kanna Defence.)

WHITE (Mr. Gaudin)	BLACK (Mr. Guerin)	WHITE (Mr. Gaudin)	BLACK (Mr. Guerin)
1. P to K 4th	P to Q B 3rd	10. B to K B 4th	K Kt to B 3rd
2. P to Q 4th	P to Q 4th	11. B to B 3rd	Kt to Q 4th
3. Kt to Q B 3rd	P takes P	12. B takes Kt	K P takes B
4. Kt takes P	B to B 4th	13. Q to K 2nd	Q to K 2nd
5. Kt to Kt 3rd	B to Kt 3rd	14. Castles	Castles
6. Kt to B 3rd	P to K 3rd	15. Kt takes Q B P	Resigns.
7. P to K R 4th	P to K R 3rd		
8. Kt to K 5th	B to R 2nd		
9. B to K 2nd	Kt to Q 2nd		

Played in Correspondence Match between North and South Hants.

(Phillips's Defence.)

WHITE (Mr. S. D. Caws)	BLACK (Mr. E. Parsons)	WHITE (Mr. S. D. Caws)	BLACK (Mr. E. Parsons)
1. P to K 4th	P to K 4th	7. Kt to K R 4th	Kt takes P
2. P to K B 3rd	P to Q 3rd	8. Kt takes Kt	P to Q 4th
3. P to Q 4th	Kt to K B 3rd	9. Kt to K B 5th	Q to B 2nd
4. Kt to Q B 3rd	Q Kt to Q 2nd	10. Kt takes P (ch)	Resigns.
5. B to Q B 4th	B to K 2nd		
6. P to Q R 3rd	P to B 3rd		

Black's 7th move is his fatal mistake.

SOLUTION OF PROBLEM NO. 3773.—By H. F. L. MEYER.

WHITE

1. Kt (at R 6th) to Kt 4th
2. Q to B 4th (ch)
3. Kt mates.

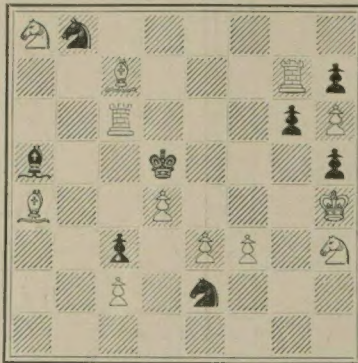
BLACK

- Kt takes P
- K takes Q

If Black play, 1. R takes P, 2. Q to Q 4th (ch); if 1. R Kt 6th, 2. Kt to B 2nd (ch); and if 1. K to Q 7th, then 2. Q to B 3rd (ch), etc.

PROBLEM NO. 3775.—By T. R. DAWSON.

BLACK.



WHITE.

White to play, and mate in two moves.

Played in the Open Tournament of the Victoria (B.C.) City Chess Club.  
(Scotch Gambit.)

WHITE (Mr. C. F. Daire)	BLACK (Mr. B. Hewitt)	WHITE (Mr. C. F. Daire)	BLACK (Mr. B. H. Witt)
1. P to K 4th	P to K 4th	8. Kt takes Kt	B takes Q
2. Kt to K B 3rd	Kt to Q B 3rd	9. B takes P (ch)	K to K 2nd
3. P to Q 4th	P takes P	10. Kt to Q 5th (mate)	
4. B to Q B 4th	P to Q 3rd		
5. Castles	B to Kt 5th		
6. P to B 3rd	P takes P		
7. Kt takes P	Kt to K 4th		

This is a veritable chestnut; but we have many readers at the front to whom it is probably new, and for their interest we give it afresh.

By T. R. Dawson.—W King at Q Kt 2nd; R's at Q R 6th and Q 8th; Kt at Q B 6th; P at Q R 3rd. Black—K at Q B 2nd; P's at Q R 4th and 5th and Q Kt 6th. White stalemates in three moves.

By W. Meredith.—White K at K Kt 5th, Q at K R 3rd, R at Q B 3rd; Kt's at Q Kt sq and K 3rd; B at Q 6th; P's at Q B 4th and Q Kt 4th. Black—K at Q 5th; Kt's at Q 6th and Q R 8th; P's at K Kt 3rd and K 5th. White mates in two moves.

The sea as a barrier to investigation is the keynote of the Introduction, by Mr. E. V. Lucas, to the First Part of "Admirals of the British Navy," a series of portraits in colour of British Admirals, by Francis Dodd (published for the Government, from 20, Tavistock Street, W.C.), the first subject dealt with so capably and realistically by Mr. Dodd being the new Peer, Sir John Jellicoe. Each portrait is accompanied by biographical notes, and the Introduction is thoughtful and suggestive. Mr. Lucas, for instance, referring to the singular lack of curiosity about the British with regard to their Navy says that is due to their complete confidence in it, as they know that it is always "there," or, as Mr. Lucas says, "The Navy is not only there, the Navy is everywhere, and therefore all's well." The portraits are admirable and well reproduced, and will make a valuable souvenir of the Great War.

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